

A. G. Contract No. KR95 1738TRN
ADOT ECS File: JPA 95-136
Project: CM-900-0(122)/H4117 02X
Section: FY95 - 96 Local Major
Employer Trip Reduction Efforts

INTERGOVERNMENTAL AGREEMENT

BETWEEN
THE STATE OF ARIZONA
AND
MARICOPA COUNTY, ARIZONA

THIS AGREEMENT is entered into 15 November, 1995,
pursuant to Arizona Revised Statutes Section 11-952 through
11-954 as amended, between the STATE OF ARIZONA, acting by and
through its DEPARTMENT OF TRANSPORTATION (the "State") and
MARICOPA COUNTY, ARIZONA acting by and through its BOARD OF
SUPERVISORS (the "County").

I. RECITALS

1. The State is empowered by Arizona Revised Statutes
Section 28-108 and 28-112 to enter into this agreement and has
by resolution, a copy of which is attached hereto and made a
part hereof, resolved to enter into this agreement and has
delegated to the undersigned the authority to execute this
agreement on behalf of the State.

2. The County is empowered by Arizona Revised Statutes
Section 11-251 to enter into this agreement and has by
resolution, a copy of which is attached hereto and made a part
hereof, resolved to enter into this agreement and has delegated
to the undersigned the authority to execute this agreement on
behalf of the County.

3. The Federal Intermodal Surface Transportation
Efficiency Act of 1991 has made funds available to the State
for the use of County for major employer urban travel reduction
efforts. The State and the County desire to define their
respective responsibilities relating to the transfer of up to
\$910,000.00 thru the State to the County and the expenditure
thereof for the Regional Rideshare program.

THEREFORE, in consideration of the mutual agreements expressed
herein, it is agreed as follows:

NO. <u>20296</u>
FILED WITH SECRETARY OF STATE
Date Filed <u>11/15/95</u>
<u>Jose A. Lee</u> Secretary of State
By <u>Vicky V. Greenwald</u>

II. SCOPE

1. The State will:

Provide the County federal Congestion Mitigation and Air Quality (CMAQ) funds in the amount of up to \$910,000.00, on a monthly cost reimbursement basis for activities performed relating to major employer travel reductions efforts.

2. The County will:

a. Apply funding to project work activities in strict accordance with applicable Federal and State laws, rules and regulations.

b. Issue requests for proposals, and hire consultants as required to perform related work activities. Conduct related work activities generally in accordance with Attachment A, which is incorporated herein and made a part hereof. Be responsible for any consultant claims for extra compensation.

c. Invoice the State for reimbursement no more often than monthly, supported by narrative reports, in a total amount not to exceed \$910,000.00.

III. MISCELLANEOUS PROVISIONS

1. The primary interest of the Arizona Department of Transportation in this agreement is to convey federal pass through funds for the use and benefit of the County by reason of State and Federal law under which funds for the activities are authorized to be expended.

2. This agreement shall remain in force and effect until completion of said activities and reimbursements; provided, however, that this agreement may be cancelled at any time prior to the commencement of performance, upon thirty (30) days written notice to the other party.

3. Should the work contemplated under this agreement be completed at a lower cost than the reimbursed amount, or for any other reason should any of these funds not be expended, a proportionate amount of the funds provided shall be reimbursed to the State.

4. This agreement shall become effective upon filing with the Secretary of State.

5. This agreement may be cancelled in accordance with Arizona Revised Statutes Section 38-511.

6. The provisions of Arizona Revised Statutes Section 35-214 are applicable to this contract.

7. In the event of any controversy which may arise out of this agreement, the parties hereto agree to abide by required arbitration as is set forth in Arizona Revised Statutes Section 12-1518.

8. All notices or demands upon any party relating to this agreement shall be in writing and shall be delivered in person or sent by mail addressed as follows:

Arizona Department of Transportation
Joint Project Administration
205 South 17 Avenue, Mail Drop 616E
Phoenix, AZ 85007

Maricopa County
Administrative Officer
301 West Jefferson Street
Phoenix, AZ 85003

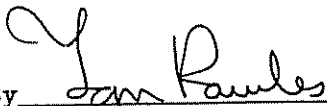
9. Attached hereto and incorporated herein is the written determination of legal counsel that the parties are authorized under the laws of this State to enter into this agreement and that the agreement is in proper form.

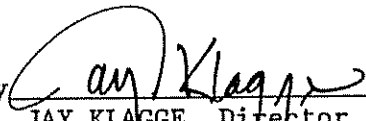
IN WITNESS WHEREOF, the parties have executed this agreement the day and year first above written.

MARICOPA COUNTY, ARIZONA

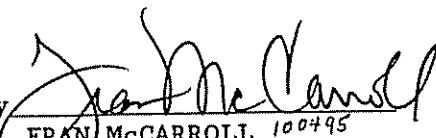
STATE OF ARIZONA

Department of Transportation

By 
TOM RAWLES, Chairman
Board of Supervisors

By 
JAY KLAGGE, Director
Transportation Planning

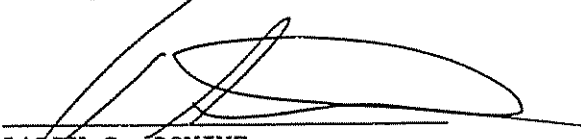
ATTEST

By 
FRAN MCCARROLL 100495
Clerk of the Board

RESOLUTION

BE IT RESOLVED on this 25th day of July 1995, that I, the undersigned LARRY S. BONINE, as Director of the Arizona Department of Transportation, have determined that it is in the best interests of the State of Arizona that the Department of Transportation, acting by and through the Highways Division, to enter into an agreement with with Maricopa County for the purpose of defining responsibilities for the pass through of STP federal aid funds to accomplish the FY-95-96 Major Employer Trip Reduction program.

Therefore, authorization is hereby granted to draft said agreements which, upon completion, shall be submitted to the Director, Transportation Planning for approval and execution.



for LARRY S. BONINE
Director

LOW ORG. NO. 8828

DEPARTMENT: Environmental Services

CONTROL NUMBER: EQEV9602

ENCUMBRANCE NO. CS961039

AGENCY: Operations

CONTROL NUMBER:

1. BRIEF DESCRIPTION OF PROPOSAL AND REQUESTED BOARD ACTION: The Board of Supervisors is requested to approve *an a review* Intergovernmental Agreement (IGA) between Maricopa County and the Arizona Department of Transportation (ADOT). The IGA obligates ADOT to provide to Maricopa County funds made available to the County under the Federal Intermodal Surface Transportation Efficiency Act of 1991 in the amount of \$910,000 on a cost reimbursement basis for activities performed relating to major employer travel reduction efforts. This agreement becomes effective upon filing with the Secretary of State and remains in effect until all funds are expended. County matching funds are not required. County indirect costs are fully covered.

2. COMPLIANCE WITH MARICOPA COUNTY PROCUREMENT CODE

N/A

Article

Paragraph

Procurement Officer

SOLE SOURCE JUSTIFICATION

3. CONTINUED FROM MEETING OF
DISCUSSED IN MEETING OF

4. ☐ THIS DEPARTMENT WILL CAUSE PUBLICATION
☐ CLERK OF THE BOARD TO CAUSE PUBLICATION

5. MOTION: It is moved that the Maricopa County Board of Supervisors...approve *a review* Intergovernmental Agreement between Maricopa County and the Arizona Department of Transportation (ADOT) in the amount of \$910,000 for activities performed relating to major employer urban travel reduction efforts. County indirect costs are fully covered.

Please return an executed copy to
the Clerk of the Board of Supervisors.

6. FINANCIAL: ☐ Expenditure ☐ Revenue ☐ Budgeted ☐ Contingency ☒ Budget Amendment ☐ Transfer ☒ Grant
or other *friends to be used after July 1, 1996.*

910,000

Total

504

Fund

David Ludwig 9-11-95

Financial Officer

Date

7. PERSONNEL:

Personnel Director

Date

8. DEPARTMENT: Environmental Services
David Ludwig, Interim Director

Action Recommended by

8-18-95

Date

9. MATERIALS MANAGEMENT:

A.

Materials Management Director

Date

B.

WMSE Representative

Date

10. LEGAL: Approved as to form and within the powers and authority granted under the laws of the State of Arizona to the Maricopa County Board of Supervisors

Debra M. Yon
Deputy County Attorney

8-24-95

Date

11. OTHER:

Signature

Date

12. APPROVED FOR AGENDA:

Approving Official

Date

13. OTHER:

Signature

Date

15. RECOMMENDATION OF COUNTY MANAGER:

Comments: ☒ Approve ☐ Disapprove

14. BOARD OF SUPERVISORS: Action Taken:

☒ Approved ☐ Amended ☐ Disapproved ☐ Deleted

Continue to:

Don McCarroll (Data and Policy meeting) 10/4/95

Clerk of the Board

Date

County Manager

Date

APPROVAL OF THE MARICOPA COUNTY ATTORNEY

I have reviewed the above referenced proposed intergovernmental agreement, between the DEPARTMENT OF TRANSPORTATION, HIGHWAYS DIVISION, and MARICOPA COUNTY and declare this agreement to be in proper form and within the powers and authority granted to the County under the laws of the State of Arizona.

DATED this 22nd day of August, 1995.

Pats Muhl-Young
Deputy County Attorney

RIDESHARING/TRAVEL DEMAND MANAGEMENT

OBJECTIVE

As part of a regional balanced transportation system that responds to diverse, changing travel demands and land use patterns in a rapidly growing area, the Regional Ridesharing Program coordinates with employers, local jurisdictions and the general public, and Capitol Rideshare coordinates with state employees, to encourage commuters to use a variety of options to the single occupant vehicle.

PRODUCTS

1. Regional Ridesharing

A. Commute Matching and Computer Programming Needs

Rideshare provides commuters interested in carpooling, vanpooling and bicycling with matchlists that include a list of names of others with similar home and work locations and similar work hours. Ridestar, developed by CTS, a Los Angeles-based rideshare agency, is currently being used on Digital Equipment Corp (DEC) VAX hardware. In 1996, an RFP to purchase a new state-of-the-art GIS based matching system will be issued.

In coordination with MAG, a geo-based software system (MapInfo) has been implemented which utilizes employee survey data from the Trip Reduction Program for employer TRP planning and transit planning. Several other databases will be enhanced that will help track and analyze the effectiveness of TRP programs and strategies. During FY 1995, TRP will complete its assessment of future software needs for managing the growing amount of data and will purchase updated software to ensure that the data compiles continues to be managed and retained in the most effective manner possible.

B. Vanpooling

RPTA provides a turnkey vanpool program to interested commuters which is provided by a third party contractor. Through this program, individual vanpool groups receive the van, insurance, maintenance and ridership recruitment assistance. Riders pay a monthly fare to offset some of the costs and drivers ride free. Last year, 32 new vanpools were formed with 69 vanpools operating in December 1994. It is expected that growth will continue in 1995.

C. Increased Awareness on Commute Alternatives

RPTA develops various educational and promotional materials for employers and their employees on commute alternatives including carpooling, vanpooling, bus riding, bicycling and walking. Promotional events designed to help encourage trial use of alternatives are sponsored through the Clean Air Campaign and on-going media relations will emphasize employer programs and individual participation in alternative transportation modes or alternative work schedules such as compressed work weeks or telecommuting. Advertising messages encourage increases use of alternative modes of transportation.

2. Trip Reduction Program

Maricopa County administers the Trip Reduction Program (TRP) and RPTA is on contract with the County to assist employers in developing transportation programs for their employees which are designed to meet the requirements of the TRP.

State air quality legislation passed in 1994 required Maricopa County to adopt a new TRP ordinance, which requires employers of 50 or more employees to participate in the TRP. This legislation became effective in early FY 1995 and new employers are continuously being identified and entered into the TRP. Currently, 1258 employers participate in the program, encompassing over 2100 work sites.

A. Employer Transportation Programs

The County notifies the employers of their responsibilities, schedules them to comply with the various tasks under the ordinance, and monitors and enforces the program requirements. RPTA provides assistance through formal training workshops and individualized consultation services for employers involved in TRP. RPTA also assists other employers not in the TRP program with commute alternative services.

B. Assistance to Transportation Management Associations (TMA)

RPTA provides assistance to the fifteen (15) existing TMAs and to other employers interested in forming TMAs. Two of the TMAs are fee-based and formally incorporated, with the remainder being informal networking groups which meet on a regular basis to work on joint projects, but do not pay dues or have paid staff. Other potential areas for TMA formation will be considered this year.

C. Capitol Rideshare Program

The Capitol Rideshare Program encourages state employees in Maricopa County to use alternate modes of transportation through education and incentives. Capitol Rideshare conducts the annual trip reduction survey for state employees, oversees the state's participation in the Clean Air Campaign, administers a benefits package for state employees who use alternate modes twice a week, produces a bi-monthly publication and semi-annual payroll stuffers encouraging alternate mode usage and provides state employees with matching services using a computer terminal networked with the RPTA's Ridestar system.

3. Technological Approaches to Travel Reduction

The MAG Electronic Highway Users Group (EHUG) was formed by the Regional Council in September 1994 to enhance interagency communication and facilitate the exchange of land use and transportation data via a wide area network. At its February meeting, the EHUG adopted the following statement of purpose: To encourage the development and maintenance of telecommunications infrastructures and applications which increase the efficiency of government operations, improve access to public information, and expedite the delivery of government services in Maricopa County. Electronic Highway Work Element 604.46 addresses the overall mission of the EHUG.

One specific EHUG objective is to explore and evaluate technological approaches to employee travel reduction, including increased use of telecommuting and videoteleconferencing. Because telecommunications technology and market conditions are complex and changing so rapidly, MAG needs contractor assistance in developing a Five Year Plan for Implementing Electronic Highway Infrastructure and Information Services (EHIIS). This plan will focus on identifying the policies, standards and projects needed to position the region to exploit emerging communications technologies, with special emphasis on travel reduction opportunities. MAG will utilize CMAQ funds to contract for the preparation of the EHIIS plan.

PREVIOUS AND ON-GOING WORK

The Regional Ridesharing Program is sponsored by the Maricopa Association of Governments and has been operated by the Regional Public Transportation Authority since 1986. The program has been functioning for over a decade, having been administered by the City of Phoenix Public Transit Department between 1981 and 1986 and by Valley Forward, a private organization of Phoenix area businesses prior to that time.

When RPTA contracted with MAG to operate the program, it expanded the scope of the program and increased the staff. Initially, a two year \$500,000 Exxon Restitution grant was obtained from the Arizona Energy Office, along with an allocation of \$120,000 from the Federal Aid Urban Systems (FAUS) fund.

The Regional Ridesharing Program and RPTA's TRP services now operates with a staff of 16, which includes two secretaries, 13 professional staff (two of whom are based in chambers of commerce and one on contract with the Greater Scottsdale TMA and CATMA), as well as administrative support from other RPTA staff. Other funding sources that have augmented the program's outreach include: a grant from Maricopa County (with Arizona Department of Environmental Quality funds) for \$409,000 to conduct the Clean Air Campaign and TRP activities and a smaller grant from the Arizona Department of Transportation to supplement funds for the Clean Air Campaign.

There have also been hundreds of thousands of dollars spent or donated by the private sector to promote various rideshare activities, both through internal rideshare promotions and public awareness activities such as the Clean Air Campaign.

The Capitol Rideshare Program has been serving state employees since 1983. Originally funded by the Arizona Department of Transportation, it is now funded jointly by MAG using CMAQ funds, by ADOT, the Department of Administration and by the Department of Commerce Energy Office. Capitol Rideshare originated as a program to educate state employees on the benefits of alternate mode usage and oversee the state's rideshare parking program, and has since expanded into other areas. Capitol Rideshare was recently transferred to the Arizona Department of Administration. For FY 1996, the anticipated budget is \$281,000.

ANTICIPATED IMPACT

Reductions in the use of single-occupant vehicles resulting in fuel conservation and reductions in air pollution and traffic congestion are anticipated. Market research conducted for the Clean Air Campaign has shown that overall, the percent of people using an alternate mode of transportation (bus, carpool, bike and walk) at least once a week has increased by 55% since the early years of the campaign (from about 20 percent in 1988 to 31 percent in 1994).

In 1994, approximately 3.9 million vehicle miles were saved daily because employee used an alternate mode or alternate work schedule. On an annual basis, over one billion vehicle miles were not driven.

Vehicle miles saved equates to 198,505 gallons of gasoline daily, or 50 million gallons saved each year. A savings of 3.9 million vehicle miles translates to approximately 158,000 fewer pounds (79 tons) of pollution each day, 807,000 fewer pounds (400 tons) of pollution each week or 21,000 tons of pollution each year.

Statistics from the TRP program also indicate a similar trend of increased use of alternate modes. During FY 94-95, it is anticipated that the addition of new employment sites with 50 to 74 employees will also increase the use of alternate modes in FY 96. In FY 94 employment sites completing their fourth program year indicated a reduction of nearly 46 tons of air pollution from single occupant commuters.

The Capitol Rideshare data has also shown increases in participation. The number of Commuter Club members which includes all alternate mode users, is up nearly 23% over last year at this time. The number registered carpoolers is up by 11 percent over last year at this time.

Implementation of the MAG EHIIS Plan is expected to increase the level of telecommuting and teleconferencing by local government employees. This will reduce peak and off-peak traffic in city and town centers throughout the region.

TASKS

1. Continue to develop and expand employer-sponsored rideshare programs for employers with 50 or more employees, who are participating in the mandatory Trip Reduction Program. The goal of the program is to reduce single occupant trips or miles traveled to the work site by 10 percent each year. This represents over 1,250 clients with continued growth up toward 1600. Tasks include:
 - administration of the program (County),
 - enforcement and monitoring (County),
 - data collection and management, and reporting (County),
 - TRP survey processing and analysis (County),
 - TRP plan review and approval (County),
 - formal training workshops (RPTA),
 - technical assistance to individual employers in the development of their TRP plans (RPTA and County),
 - providing information and materials on TRP strategies (RPTA)
 - on-site assistance to individual employers with implementing strategies or incentive programs for their TRP plans (RPTA). (70%)
2. Conduct a year-round community awareness program. Several events will occur in the winter months designed to encourage "trial" use of alternative modes of transportation. Provide on-going public relations to garner media attention of TRP and rideshare program activities and an advertising campaign. (4%).
3. Expand the third party vanpool program. The emphasis will be to encourage formation of vanpools through employer promotions, subsidies by employers and group meetings at the worksite. The goal for 1995-96 will be to have 100 vanpools operating at the end of the year. (1%)
4. Provide a new matching service to commuters and off-site computer users, which includes about six off-site users including the Capitol Rideshare Program. Maintain an update process to ensure the quality control of the lists and acquire a GIS-based state-of-the-art program. (2%)

CATEGORY 600 - TRANSPORTATION

Subcategory 604 - Implementation

Work Element 604.40

5. Continue to utilize the geo-based mapping system (MapInfo) to assist employer-clients in analyzing their transportation options for their employees. Data from MapInfo will also provide data for transit, bus, and alternate mode planning. (1%)
6. Coordinate with other agencies or organizations on measures that may impact the potential for ridesharing including HOV priority treatment, transit, parking or zoning issues, and new development. (1%)
7. Work with interested employers in the development of new Transportation Management Associations (TMA) and support the existing TMAs. (2%)
8. Continue to expand the outreach of the rideshare program to the development community, building management associations, large multi-tenant buildings and clusters of small businesses. (1%)
9. Provide additional promotional and informational materials for employers and the general public regarding different commute alternatives including development of a commuter benefits package for all TRP employers in coordination with the State Capital Rideshare Program. (3%)
10. Provide input for the integration of MAG plans. This integration will include such issues as air quality, high occupancy vehicle lanes and facilities, traffic management and travel demand management strategies. (1%)
11. Continue to maintain and develop the state's Capitol Rideshare Program including:
 - commuter club benefits package
 - publications and payroll enclosures
 - network of coordinators
 - trip reduction and clean air program activities
 - telecommuting program.
 - multimodal planning activities (Pedestrian, Bicycle Planning, etc.) for the state employees and the capitol complex. (11%)
12. Implement a telecommuting demonstration program that will include enhanced training and support to employers involved in the Trip Reduction Program and a shared office trading pilot project. (1%)
13. Develop an Electronic Highway Infrastructure and Information Services Plan for the MAG region. (2%)

MAG FY 1996 WORK PROGRAM

Source	Amount	Agency	Cost
FHWA CMAQ Funds	\$1,505,000	MAG Rideshare	\$ 66,000
ADOT Funds	45,000	RPTA Rideshare	394,000
Arizona Energy Office Funds	60,000	County TRP	CMAQ
Arizona Dept. of Administration	41,100	ADEQ
ADEQ Air Quality Grant Funds ...	948,575	RPTA Clean Air ADOT SPR	30,000
ADOT Funds/SPR	30,000	Capitol Rideshare ..	CMAQ
		ADOT
		AEO
		ADOA
	\$2,629,675		\$2,629,675

#338
#410

* This ADOT/HPR funding has not been approved.

CONGESTION MITIGATION AND AIR QUALITY IMPROVEMENT PROGRAM (CMAQ)

STATUS: NEW ISTE A PROGRAM.

APPROPRIATION CODES:

320 -- CMAQ
32A -- CMAQ, 100% for Safety, Rail-Highway Grade Crossings
32B -- CMAQ, Temporary Matching Fund Waiver
3AZ -- CMAQ-FTA
3TZ -- CMAQ-FTA, Temporary Matching Fund Waiver
0AD -- CMAQ, Advance Construction

FEDERAL PARTICIPATION: The normal pro-rata Federal share is 80% (90% if used on the Interstate System). The Federal share may be increased up to 95% in States with large areas of public lands. Certain activities identified in 23 U.S.C. 120(c), including traffic control signalization, and commuter carpooling and vanpooling, may be funded at 100% Federal share. Conversely, the non-Federal share may be increased if the State desires, so as to reduce the normal Federal pro-rata share.

PERIOD AVAILABLE: FY + 3 Years

FUND: Highway Trust Fund

FUND DISTRIBUTION METHOD: Apportionment - statutory formula set forth in 23 U.S.C. 104(b)(2). A 1/2 percent minimum apportionment is guaranteed to each State.

AUTHORITY: Contract

SUBJECT TO OBLIGATION LIMITATION: Yes.

STATUTORY REFERENCE: 23 U.S.C. 149; Sections 1008 & 1003 of the 1991 ISTE A (Public Law 102-240).

CFR REFERENCE: None

ELIGIBILITY: Transportation programs and projects are eligible for CMAQ funds only if they meet certain criteria spelled out in the ISTE A (see ISTE A references above). In determining project eligibility under these criteria, priority should be given to implementing programs and projects that have documented emissions reductions associated with them, and are included in an approved State Implementation plan (SIP) as a transportation control measure (TCM). The Environmental Protection Agency (EPA) and the DOT have agreed that the following meet the criteria and may be funded without project-level air quality analysis and further consultation with the EPA:

- Transportation activities in an approved SIP.
- The TCMS included in section 108(b)(1)(A) of the Clean Air Act of 1990 (Public Law 101-549), except for the programs to reduce motor vehicle emissions caused by extreme cold start conditions and the program to encourage voluntary removal from use and the marketplace of pre-1980 light duty vehicles and trucks, both of which are specifically excluded by the ISTEA.
- Developing and establishing management systems for traffic congestion, public transportation facilities and equipment, and intermodal transportation facilities and systems, where it can be demonstrated they are likely to contribute to the attainment of a national ambient air quality standard.
- Capital and operating costs for traffic monitoring, management, and control facilities and programs, where it can be demonstrated they are likely to contribute to the attainment of a national ambient air quality standard. However, CMAQ funds may not replace existing local and State funds used for operating costs.
- Construction of bicycle and pedestrian facilities, nonconstruction projects related to safe bicycle use, and State bicycle/pedestrian coordinator positions, as established in the ISTEA, for promoting and facilitating the increased use of nonmotorized modes of transportation. This includes public education, promotional, and safety programs for using such facilities.

BACKGROUND AND ISTEA PROVISIONS:

The Congestion Mitigation and Air Quality Improvement Program (CMAQ) was established by the Intermodal Surface Transportation Efficiency Act of 1991 (1991 ISTEA, Public Law 102-240). Section 1008 of the 1991 ISTEA essentially adds a new section to Title 23, 23 U.S.C. 149. Section 1003 of the 1991 ISTEA authorizes funds to be appropriated for the program.

The CMAQ program directs funds toward transportation projects and programs in Clean Air Act nonattainment areas for ozone and carbon monoxide. These projects and programs must contribute to attaining a national ambient air quality standard. If a State has none of these nonattainment areas, the funds may be used as if they were STP funds.

Total funding for the CMAQ Program is \$6 billion. Section 1003 of the 1991 ISTEA authorizes \$858 million to be appropriated out of the Highway Trust Fund for FY 1992 and slightly more than \$1 billion to be appropriated for each of FY's 1993-1997.

These funds are to be distributed based on each State's share of the population of air quality ozone nonattainment areas weighted by the severity of the air quality problem. An additional weighting factor is applied if the area is also a nonattainment area for carbon monoxide. A 1/2 percent minimum apportionment is guaranteed to each State.

ADDITIONAL INFORMATION: Additional information may be obtained from the Office of Environment and Planning (HEP-41).



STATE OF ARIZONA

OFFICE OF THE ATTORNEY GENERAL

1275 WEST WASHINGTON, PHOENIX 85007-2926

MAIN PHONE : 542-5025

TELECOPIER : 542-4085

GRANT WOODS
ATTORNEY GENERAL

INTERGOVERNMENTAL AGREEMENT
DETERMINATION

A. G. Contract No. KR95-1738-TRN, an agreement between public agencies, has been reviewed pursuant to A.R.S. §11-952, as amended, by the undersigned Assistant Attorney General who has determined that it is in the proper form and is within the powers and authority granted to the State of Arizona.

No opinion is expressed as to the authority of the remaining parties, other than the State or its agencies, to enter into said agreement.

DATED this 7th day of November, 1995.

GRANT WOODS
Attorney General

A handwritten signature in cursive script, reading "James R. Redpath", is written over a horizontal line.

JAMES R. REDPATH
Assistant Attorney General
Transportation Section

JRR:lsr
8957G/61